

# **Sangamon County Regional Plan**

**Transportation & Public Infrastructure  
Study Group Report  
September 2009**

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## ***Transportation Patterns: Metro & Non-Metro***

### **Existing network: Roads & Highways:**

Sangamon County had 2,449 miles of road in 2007. As expected, due to continued annexations to the City of Springfield, municipal roads increased 21.53% from 1993-2000, with the pace slowing a bit to 9.23% from 2000-2007. State and County roadways have experienced consistent losses. This report includes roadway miles data for 1993, 2000, and 2007 along with rates of change for each period.

### **FEDERAL HIGHWAYS**

Interstate Highway 55 bisects Sangamon County and runs along the eastern edge of Springfield connecting it to Chicago and St. Louis. I-72 runs easterly from Springfield to Champaign-Urbana where it joins I-74 and continues east to Indiana. I-72 also runs westerly from I-55 south of Springfield, through Jacksonville to Quincy on the Mississippi River. (SSCRPC 2030 Long Range Transportation Plan)

### **STATE AND COUNTY HIGHWAYS**

The interstate/freeway system is supplemented by State Routes 4, 29, 36, 54, 97, 104, and 125, which allow radial movement to/from the urban area. County Highways provide good access throughout the county, as well as connections with the urban network. Numerous county highways serve Sangamon County.

The County Engineer administers the County Highway Department, which maintains 257 miles of county highways and 63 bridges in Sangamon County.

### **LOCAL ROADS**

The County Highway department provides advice and assistance to the 25 township highway departments concerning the 1,100 miles of highways and 172 bridges under township jurisdiction. The township highway commissioners must obtain approval from the County Highway Department for the installation of traffic control devices and any contract or purchase over \$5,000. (SSCRPC 2030 Long Range Transportation Plan)

### **MUNICIPAL ROADS**

Sangamon County's municipal roads are the fastest growing road classification by percentage. There were 596.85 miles of municipal roadway in 1993, 725.34 miles in 2000, and 792.31 miles in 2007 (IDOT Travelstats).

### **Public Transportation**

#### **RAIL TRANSPORTATION: PASSENGER SERVICE**

Amtrak offers direct service to/from Springfield via the Chicago-St. Louis corridor. Five trains are operated on the Union Pacific corridor: Lincoln Service (#300/301, #302/303, #304/305, and #306/307) and the Texas Eagle (#21/22). The Lincoln Service is supported by IDOT. (Amtrak.com)

Intercity passenger-train ridership in Illinois skyrocketed in 2006 after Amtrak began operating four additional daily frequencies paid for by the Illinois Department of Transportation (IDOT). According to IDOT, the Chicago-Springfield-St. Louis corridor (a.k.a. *Lincoln Service*) ridership increased 91%, after the addition of two trains (SSCRPC 2030 Long Range Transportation Plan). In 2007, *Lincoln Service* ridership on state trains more than doubled, rising by 108 percent, while total ridership on the corridor rose

by 42 percent to 477,888. For 2008, ridership on the *Lincoln Service* was up again, increasing 14 percent to total 543,642 (Amtrak Factsheets).

Springfield Station ridership follows the same trends, with increases every one of the last six years. 2007 had the largest increase at 22%. Last year's increase was nearly 10%. Note, ridership and on-off numbers differ as they are similar, but different statistics. The best way to distinguish between ridership and station on-offs is to keep in mind where the counting is taking place. Ridership is a measurement that is made on the train on-offs are measurements that are made at the station  
([http://www.wsdot.wa.gov/NR/rdonlyres/69B98047-AB42-4167-B64D-DC8F7FE445A6/0/Amtrak\\_station\\_infoweb07.pdf](http://www.wsdot.wa.gov/NR/rdonlyres/69B98047-AB42-4167-B64D-DC8F7FE445A6/0/Amtrak_station_infoweb07.pdf)).

### Amtrak Ridership

Fiscal Year	On/Offs	Increase From Previous Year	
2003	86,733	5,329	
2004	98,623	11,890	13.71%
2005	110,182	11,559	11.72%
2006	110,276	94	0.09%
2007	141,936	31,660	28.71%
2008	157,540	15,604	10.99%

source: Amtrak FY Factsheets

## BUS TRANSPORTATION

### Intercity bus service

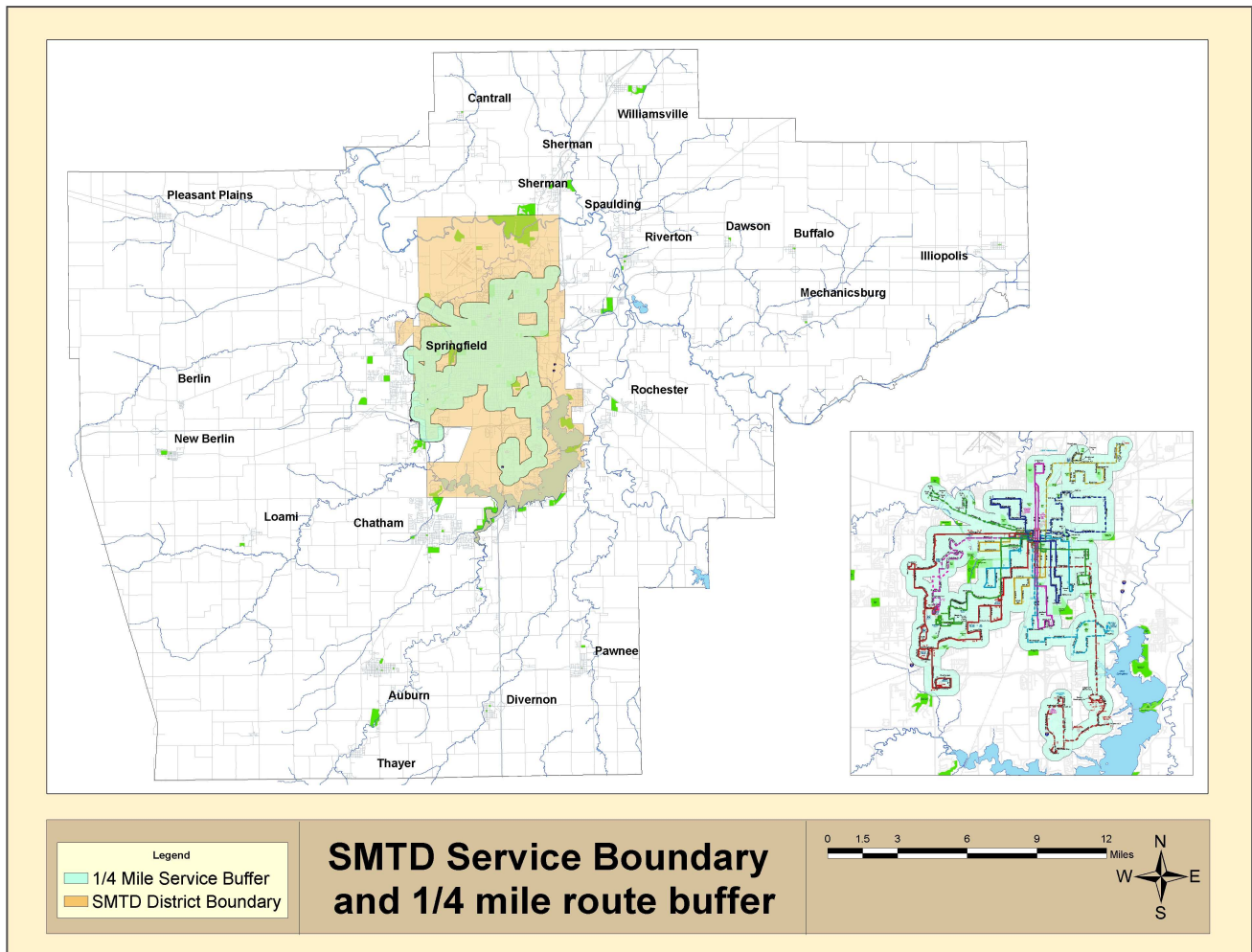
Greyhound Bus Lines is the only intercity bus line serving Sangamon County. The Greyhound bus station is located at 2351 South Dirksen Parkway in Springfield. Five buses operate daily between Springfield and Chicago and four operate daily between Springfield and St. Louis on I-55. Two buses also operate between Springfield and Decatur/Champaign on I-72. Greyhound connects with Burlington Trailways in Champaign and Bloomington for east-west travel on I-74. (SSCRPC 2030 Long Range Transportation Plan)

### The Springfield Mass Transit District (SMTD)

The SMTD's jurisdiction covers approximately a 65 square mile area with a 2003 population of 132,100. SMTD provides public transportation on 12 mainline, daytime routes; 4 mainline nighttime routes; 35 supplemental service routes; and a paratransit service, all within its jurisdictional boundaries throughout the Springfield, Illinois area. The newest supplemental service route serves the "Historic Sites" of Springfield and was launched with the opening of the Abraham Lincoln Presidential Library and Museum. Service is provided for more than two million passengers annually. (SSCRPC 2030 Long Range Transportation Plan)

- Annual mainline ridership was 1.2 million in FY-04 and grew to 1.6 million in FY-06
- The SMTD operates up to 38 of its 50 mainline buses during peak periods.
- Of the 50 buses, 46 (92%) are wheelchair accessible: 21 (42%) have lifts and 25 (50%) have front ramps. All buses have kneeling feature.
- Day service fixed route hours of service are 6:00 a.m. to 6:00 p.m. Monday through Saturday, with reduced service (longer intervals between buses) Saturday and during off-peak periods. Night service fixed route hours are 6:45 p.m. – 11:45 p.m. Monday through Friday.

- The SMTD began operating Springfield's door-to-door paratransit system, Access Springfield, in 1993. Access Springfield has an active fleet of 14 lift-equipped vehicles and regularly operates nine vehicles from 6:00 AM to 6:00 PM Monday through Saturday and 6:15 p.m. – 11:00 p.m. Monday through Friday.



(CTRL+Click map for larger PDF version)

## SMTD Operating Budget

**FY/2010-2013 OPERATING BUDGET  
SPRINGFIELD MASS TRANSIT DISTRICT**

	FY-2010	FY-2011	FY-2012	FY-2013
<b>REVENUE</b>				
Fixed Route Revenue	\$ 822,000	\$ 871,320	\$ 914,886	\$ 960,630
Paratransit Revenue	110,500	117,130	122,987	129,136
Advertising Revenue	78,000	78,000	78,000	78,000
Investment Income/ Other Income	96,000	96,000	96,000	99,840
Tax Levies/Replacement Tax	2,253,100	2,298,154	2,355,591	2,426,259
State Operating Assistance	7,846,688	8,125,642	8,376,215	8,708,958
	-			
Federal Operating Assistance	\$ 909,550	\$ 914,740	\$ 942,800	995,569
Transfer from IMRF Reserve/Liab Reserve				
<b>TOTAL REVENUES</b>	<b>\$ 12,115,838</b>	<b>\$ 12,500,986</b>	<b>\$ 12,886,478</b>	<b>\$ 13,398,392</b>
<b>EXPENSES</b>				\$ -
Labor	\$ 5,629,010	\$ 5,854,174	\$ 6,007,441	6,247,739
Fringe Benefits	2,686,217	2,971,250	3,154,237	3,375,033
Services	505,100	525,305	546,317	568,172
Materials/ Supplies	2,637,300	2,509,500	2,510,000	2,510,000
Utilities	198,000	207,905	218,299	229,211
Insurance/Liabilities	318,450	331,190	344,435	358,213
Miscellaneous/Employee Expenses	91,600	95,264	99,076	103,061
Lease	6,150	6,397	6,675	6,964
<b>TOTAL EXPENSES</b>	<b>\$12,071,828</b>	<b>\$12,500,986</b>	<b>\$12,886,480</b>	<b>\$13,398,393</b>
<b>RESERVES</b>				
Capital Improvements Items	44,010			
Liability Fund				
<b>TOTAL EXPENSES &amp; RESERVES</b>	<b>\$12,115,838</b>	<b>\$12,500,986</b>	<b>\$12,886,480</b>	<b>\$13,398,393</b>
<b>Gain/(Loss)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

Fixed Route Revenue	5% Increase
Paratransit Revenue	5% Increase
Tax Levies	2% Increase
Labor	4% Increase
Fringe Benefits	7% Increase
Services	4% Increase
Materials / Supplies	5% Increase for 2011, and 0% Increase for remaining years
Utilities	5% Increase
Insurance	4% Increase
Misc	4 % Increase

Source: SSCRPC

## FUTURE PUBLIC TRANSPORT PLANS

### Springfield Multi-Model Transportation Terminal

Springfield is planning to merge the bus and train stations into a single transportation hub, potentially along the 10<sup>th</sup> Street corridor. A federal grant of approximately \$5 million is available for the project.

In 2003, Sangamon County applied for an Illinois Tomorrow Corridor Planning Grant for planning activities associated with a proposed new centralized Multi-modal transportation Terminal (MTT). The governor announced in January 2005 approval of this grant for a total of \$70,000. Ninety percent will be funded through IDOT with 80% Federal SPR (State Planning & Research) funds and 10% State funds. The remaining 10% will be local match. The MTT will accommodate SMTD fixed route and paratransit buses, Greyhound intercity buses, airport shuttles, downtown and tourist shuttles, taxis, tour busses, rental cars, and Amtrak. The structure may also include a parking structure, day care, and other services to encourage the use public transportation. The final report will include recommendations, an action plan, costs, anticipated impacts, funding opportunities, and a schedule for completion. (SSCRPC 2030 Long Range Transportation Plan)

### Rail Relocations

The concept and study of railroad relocation dates back to the “1925 Official City Plan of Springfield”, which outlined changes and relocation of existing railroads including the three corridors existing today. The Springfield Area Transportation Study (SATS) has always supported the concept of consolidating the railroad corridors. SATS was initiated in 1964 as a cooperative effort by interested local, state and federal agencies to solve existing transportation problems and to provide a planned program to guide the future development of the urbanized area so that future transportation problems would be minimized.

There are two railroad improvement projects in the future horizon of Springfield if available funding can be secured.

1. Relocate the Kansas City Southern (KCS) tracks to the Norfolk Southern (NS) tracks to the north. The cost is estimated at \$4.5M. Currently, the area between the two sets of tracks is land locked. The completion of this project would open up land development opportunities in the southwest sector of Springfield.
2. Railroad Corridor Unification proposes to relocate the 3rd, 10th, and 19th Street railroad corridors into one unified corridor. Significant benefits to Springfield would include: a) increase safety and reduce traffic congestion by eliminating the number of at-grade crossings; b) increase the response time of emergency vehicles; c) provide recreational opportunities on the abandoned corridors; and d) revitalize downtown Springfield as outlined by the Regional/Urban Design Assistance Team (R/UDAT).

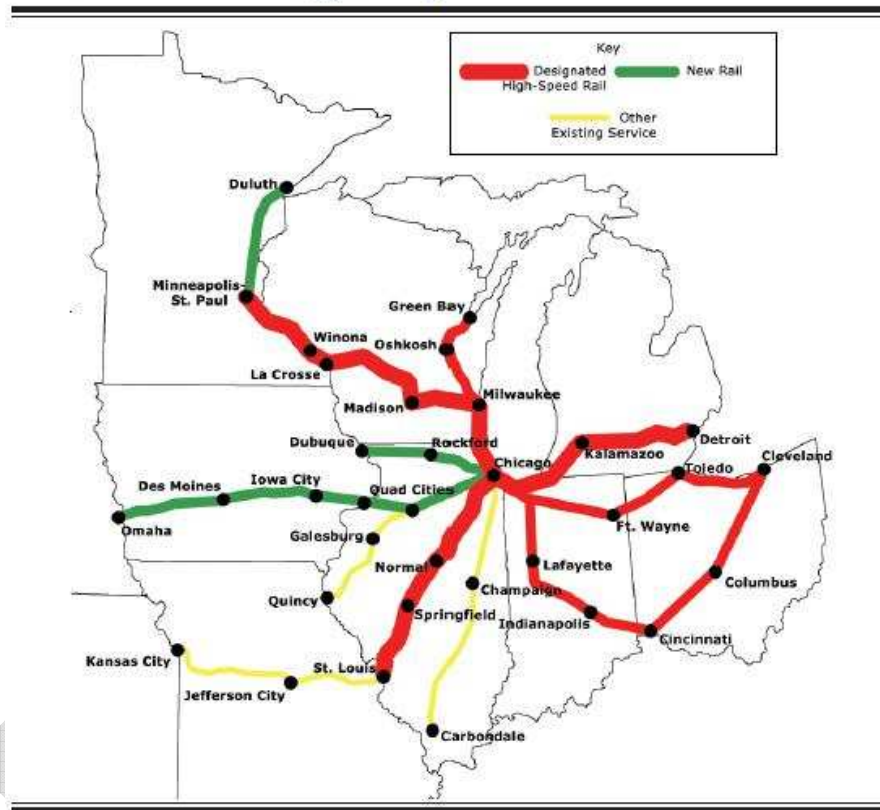
The Corridor Unification process is likely to be impacted by the plan to provide a High-Speed Rail Corridor between Chicago and St. Louis. This project has been proposed to utilize the 3<sup>rd</sup> street rail line, and in conjunction with a significant impact in freight traffic due to a newly developed transportation hub in Joliet, is forecasted to greatly increase the frequency, length, and speed of trains through Sangamon County via the Union Pacific railway and the 3<sup>rd</sup> street corridor.

In keeping with the historical plans to consolidate the 3<sup>rd</sup> street line to the 10<sup>th</sup> street line, and the most recent feasibility study from the City of Springfield, the option of using the 10<sup>th</sup> street line instead of the 3<sup>rd</sup> street line for the high speed rail corridor has been suggested. Analysis of the options is ongoing.

### U.S Department of Transportation High-Speed Rail Corridor

Recent federal stimulus money possibilities have prompted Governor Quinn and Senator Durbin to request funds for high-speed rail development in Illinois. The proposal would create a high-speed corridor along the current Amtrak Lincoln service corridor with train speeds increased to 110 mph from the current 80 mph. It remains to be seen if this request will be fulfilled and the corridor realized as there is fierce competition for the high-speed rail stimulus funds and even if granted, it would only cover a portion of the project costs. (U.S. DOT)

## Midwest High-Speed Rail Network



(Source: ELPC, 2009)

### PEDESTRIAN AND BIKE TRAILS

A number of Sangamon County municipal streets have sidewalks on one or both sides of the roadway, although many municipal and unincorporated areas lack sidewalks or have sidewalks in need of repair. Springfield subdivision regulations require that sidewalks be constructed along all new subdivision streets (on both sides of a street) and along streets bordering the subdivision if necessary for public safety. Springfield builds sidewalks during construction of new streets or major reconstruction of existing streets when feasible. Current county subdivision regulations require construction of sidewalks on both sides of a street in small lot subdivisions. Incorporated villages and unincorporated area regulations vary. (SSCRPC 2030 Long Range Transportation Plan)

In the mid-90's, the Department of Transportation's Enhancement Program approved funds for the areas first trails. Since then, Sangamon County has made significant progress concerning trails, including:



Springfield-Sangamon County  
Regional Planning Commission



- “Sangamon County Greenspaces”, a Greenways & Trails Plan for Springfield and Sangamon County, was completed in 1997, though never adopted.
- The Village of Rochester manages a portion of the Lost Bridge trail, and has connected it to their community park trail loop.
- Springfield currently has 15.6 miles of trails throughout the city.
- Future plans for trail expansion and new trails, such as the 38-miles Sangamon Valley Trail

Existing Trails			
Trail Name	Jurisdiction	Miles	Date Opened
UIS/LLCC	UIS/LLCC	0.65	
Lost Bridge Trail	City of Springfield and Village of Rochester	4.9	May 1997 / Sept. 2005
Wabash Trail	City of Springfield	2.2	July 1999
Interurban Trail (Wabash Avenue to Woodside Road)	Springfield Park District/Rochester	3	July 1999
Interurban Trail (Woodside Road to Village of Chatham)	Springfield Park District/Chatham	4.1	June 2003
Lost Bridge Extension to Community Drive	Village of Rochester	0.75	August 2004

(SSCRPC 2030 Long Range Transportation Plan)

## Future Trail Plans

### Lost Bridge Trail

The Springfield Park District envisions future phases of the trail could extend Lost Bridge Trail southeast to the communities of Taylorville and Pana.

A comfort station has been approved for the Rochester end of the Lost Bridge Trail. The station plan, submitted by Rochester to the Illinois Department of Resources Trails Program, calls for the station to be constructed at West Main Street and Illinois Route 29 in Rochester. The station will include water fountains, picnic tables, vending machines, and a unisex handicapped-accessible restroom.

### Sangamon Valley Trail

In 2001, the Illinois Department of Natural Resources (IDNR), through the Open Land Trust Program, purchased an abandoned Union-Pacific railroad corridor. This 38-mile greenway travels through Sangamon County and into Menard County on the north and Macoupin County on the south. IDNR has developed a concept plan that presents a vision for developing this corridor as a recreational trail. IDNR proposes that the trail be developed through a cooperative partnership among the counties and communities along the trail. (SSCRPC 2030 Long Range Transportation Plan)

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 required that transportation plans should encompass an area referred to as the Metropolitan Planning Area (MPA) – that geographic area expected to be urbanized within a 20-year forecast period. TEA-21 continued this provision. The Federal Highway Administration (FHWA) and the Illinois Department of Transportation (IDOT) recommend a 25-year planning perspective. The SATS committees used the 2000 census urbanized area as the base to determine the 2030 Springfield Metropolitan Planning Area (MPA).

It is most likely that the 38-mile Sangamon Valley Trail will be developed in stages. IDNR’s concept plan estimates the total cost to be \$15 million, which includes all engineering, construction, and access

improvements. The plan divides the corridor into seven segments and places priority on three of the segments. These three segments have the most impact on previously mentioned MPA. Moreover, the MPA offers the most potential users of the trail. The three priority segments are: 1) Central Point Road to Stuart Park; 2) Stuart Park to Iles Avenue; and 3) Iles Avenue to Centennial Park. These segments total 9.4 miles and are estimated to cost \$3,960,200 (approximately 25% of the total trail). (SSCRPC 2030 Long Range Transportation Plan)

Funds for development include DNR's Bike Path grant program, which provides 50% of projects costs. Re-authorization of the federal transportation enhancement program is anticipated, which would be another source. Commitment of local sponsors and matches will be needed for the Sangamon Valley Trail to become a reality. (SSCRPC 2030 Long Range Transportation Plan)

Sangamon Valley Trail			
Cost Estimate of 3 Priority Segments			
Trail Corridor		Additional Trail Connections	Total
Preliminary Engineering	\$997,850	\$28,875	\$1,026,725
Construction	\$2,851,000	\$82,500	\$2,933,500
Total	\$3,848,850	\$111,375	\$3,960,225

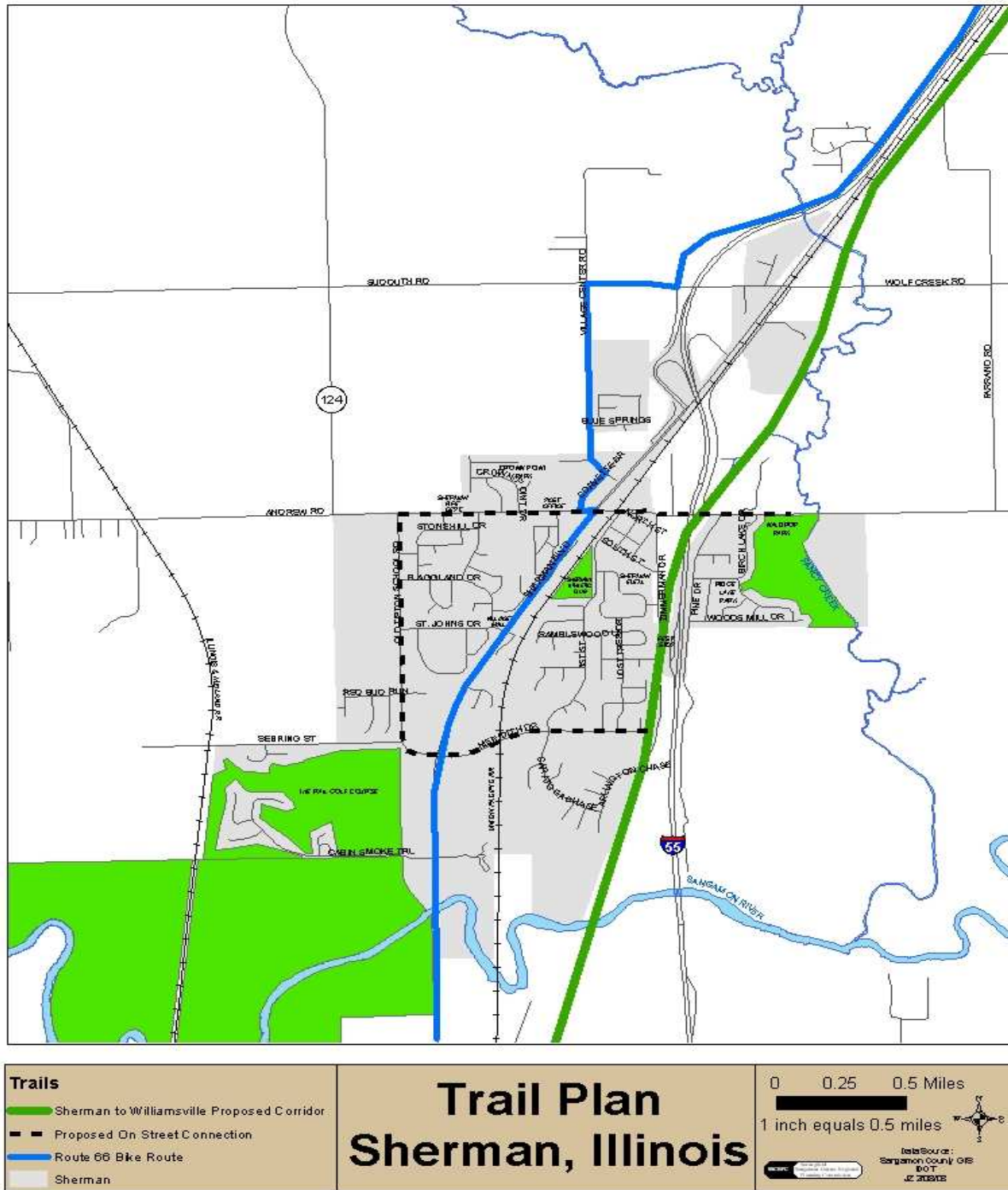
source: Illinois Department of Natural Resources

### The Interurban Trail

The Interurban trail connecting Springfield to Chatham is proposed to continue in the future south to Auburn.

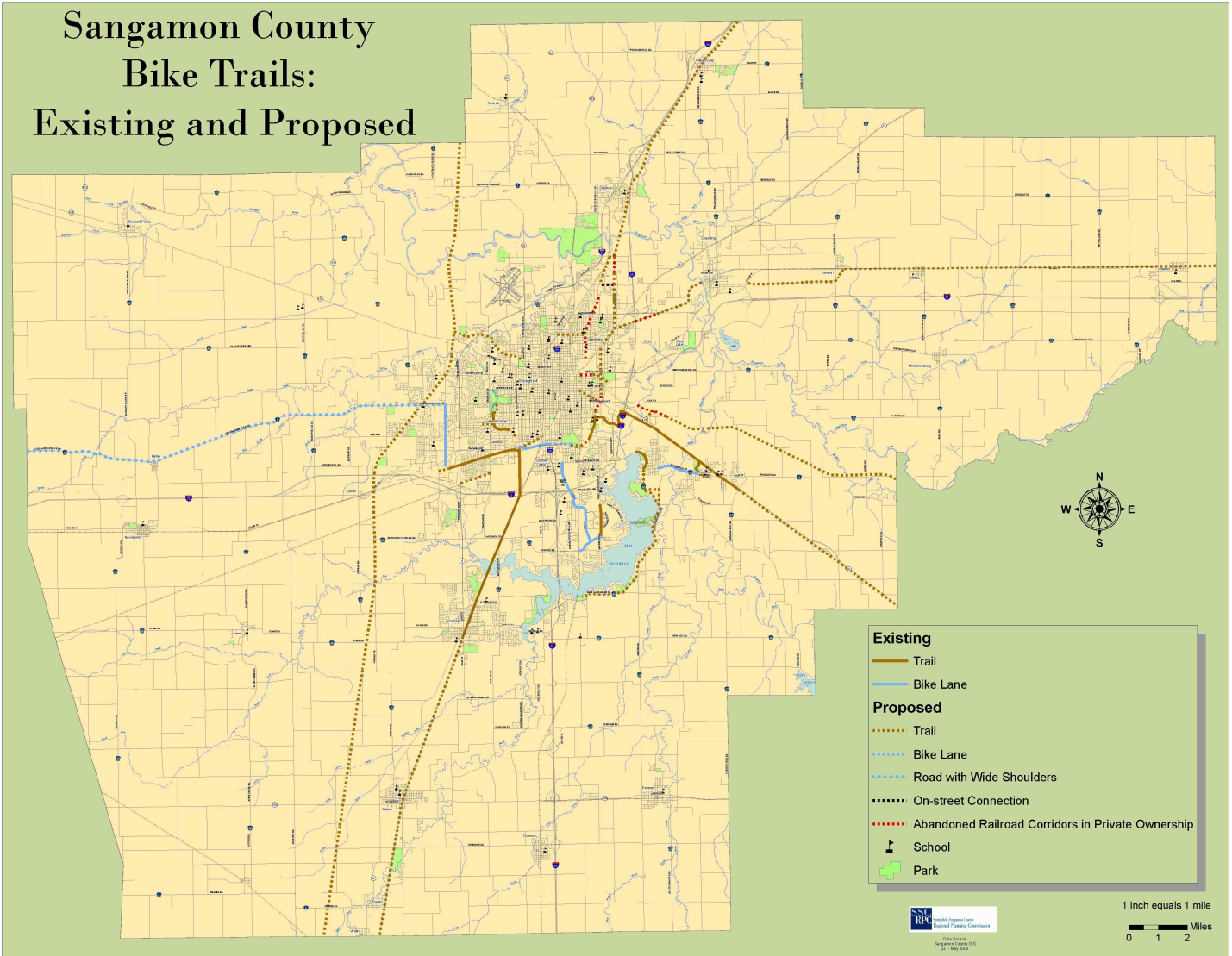
### Sherman to Williamsville multi-use trail

This trail project is in progress and will eventually provide biking, hiking, and walking access between Sherman and Williamsville along CILCO property. The two communities have secured a contract for use of the property as a trail. The project would take several years and an estimated \$1 million. The trail will be approximately 2.4 miles in length. (SSCRPC 2030 Long Range Transportation Plan)



(CTRL+Click map to download high-resolution PDF)

## Sangamon County Bike Trails: Existing and Proposed



(CTRL+Click map to download high-resolution PDF)

### Other Transportation

#### AIR TRANSPORTATION

The Springfield Airport Authority operates Abraham Lincoln Capital Airport. The airport is situated on 2,291 acres of land three miles northwest of downtown Springfield. The main entrance is located off Illinois Route 29, a two-lane highway that widens to four lanes as it approaches the airport and continues south into Springfield. Construction of the last segment of Illinois 4/Veterans Parkway improved access to the airport from the northeast and Interstate 55. There is no public transit service to the airport. Taxicabs, hotel shuttles, and auto rental are available. The main parking lot was recently renovated to accommodate more parking spaces and convenient access to the terminal. All spaces are considered long term/short term parking and are free of charge. (SSCRPC 2030 Long Range Transportation Plan)

The airport terminal and planes are accessible to people with disabilities. The terminal, refurbished in 2004, houses Airport Authority offices, airline ticket offices, a travel agency, auto rental desks, and offices

of the Transportation Security Administration and Prairie Analytical as well as other smaller tenants. No cargo of freight carriers operate out of Abraham Lincoln Capital Airport. Minimal freight transport does occur, which is shipped on commercial passenger carriers. (SSCRPC 2030 Long Range Transportation Plan) Abraham Lincoln Capital Airport is also home to three companies that provide aircraft fueling, flight training aircraft maintenance, charter service, and other aviation related services. There are also 132 based general aviation aircraft, the Illinois Air National Guard, and agencies of the state and federal governments. The Authority is in the early stage of developing a business park.

Three airlines currently serve Springfield: American Eagle, United Express and Direct Air, with 42 weekly flights between Springfield and O'Hare airport in Chicago and Myrtle Beach, South Carolina. In 2004, Abraham Lincoln Capital Airport served 222,900 passengers, of which 113,623 (51%) were departures. Annual enplanements have been decreasing steadily over the last five years. For calendar 2008, enplanements at Abraham Lincoln Capital Airport were down approximately 9.52% from 2007. The drop is attributed to the departure of Big Sky Airlines and Allegiant Air, both of which served the airport during 2007 and the economic downturn in the 4<sup>th</sup> quarter of 2008. The airport is actively pursuing additional carriers to provide service between Springfield and a different hub and recently added carrier Direct Air with service from Springfield to Myrtle Beach. They report initial sales of that flight have been good, with more than 70 of the 105 seats having been sold ahead of the first scheduled flight. (Springfield Airport Authority)

Through the end of April, Springfield boardings of 31,170 for the year were down 17 percent compared to 2008. An airport representative noted passenger numbers generally are down in the slow economy. Gen. Wayne A. Downing Peoria International Airport also just reported a 17 percent drop in boardings this year compared to last year. (From SJ-R May 21, 2009)

**Abraham Lincoln Capital Airport**

Year	Annual Enplanements
2004	113,623
2005	83,097
2006	66,804
2007	63,175
2008	57,163

(Springfield Airport Authority)

Direct Air's current service features a DC9 105-seat aircraft, which departs Springfield twice weekly to Myrtle Beach. These low fare, non-stop flights from Springfield to popular leisure destinations seem to attract passengers from up to 100miles away. Virgin America, Xtra Airways and USA Jet currently operate the flights for Direct Air. Direct Air also has recently announced additional service to Ft Myers, FL, via Punta Gorda, FL. This new service will begin in October 2009. (Springfield Airport Authority)

The Springfield Airport Authority annually prepares a Transportation Improvement Program (TIP), which is a 5-year list of capital projects and estimated costs and funding sources. They recently announced the completion of more than \$7.8 million in costs, over 90% of which was funded with federal and state monies. The improvements greatly influence areas involving passenger safety, airport security, and customer service. (SSCRPC 2030 Long Range Transportation Plan)





**Illinois Department of Transportation**  
Division of Aeronautics

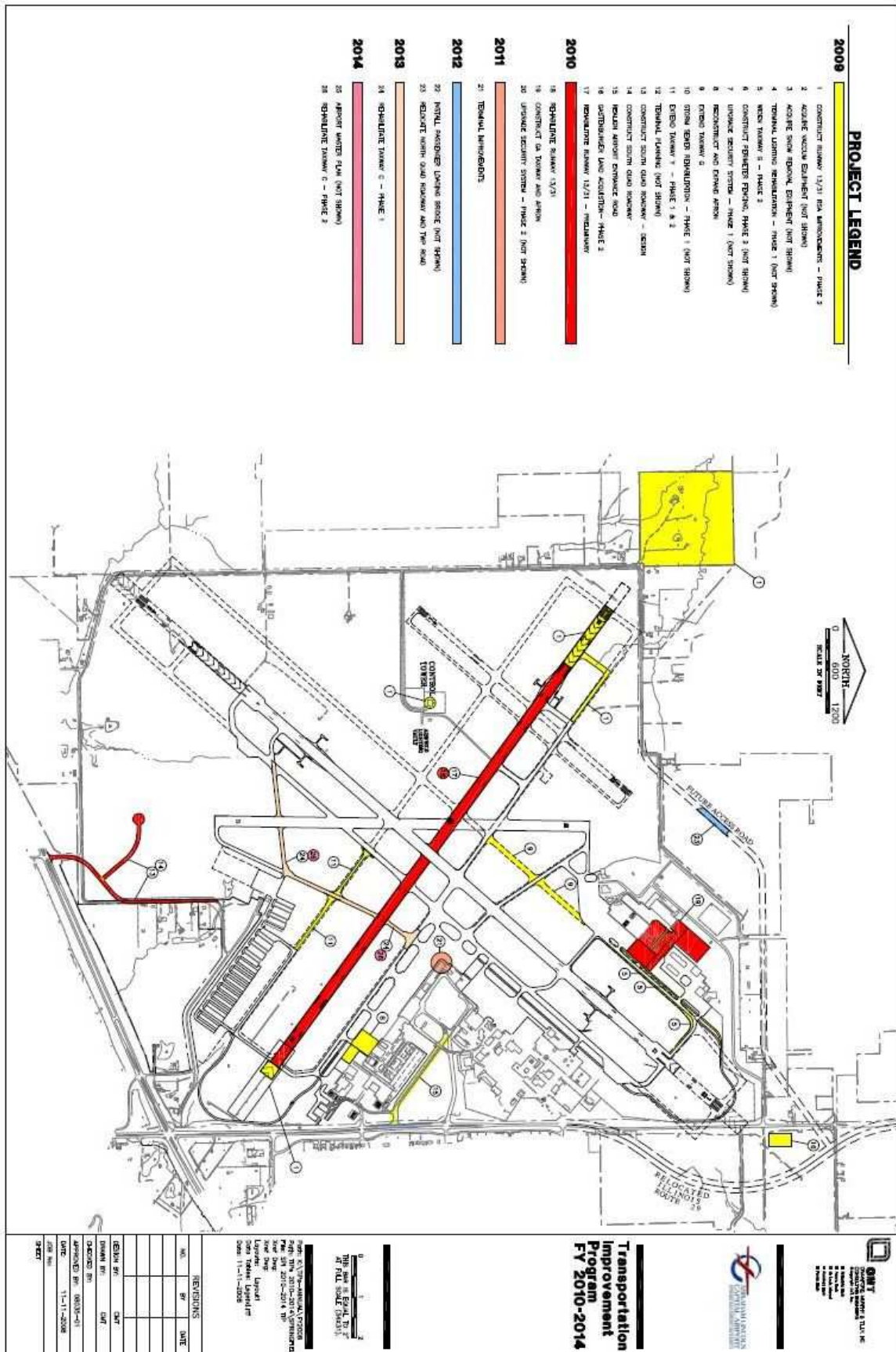
**Transportation Improvement Program: Airports FY 2010-2014**

**Abraham Lincoln Capital Airport**  
Springfield, Illinois  
Primary

FAA Project Number	Sponsor Priority	Year Requested	Project Title	Project Description	Estimated Cost				Notes / Comments		
					Discretionary	Federal Appropriation	State Estimate	Local		Total	
94	1	2009	(50 Character Max.) Construct Runway 13/31 RCA Improve - Phase 2	(250 Character Max.) Construct Phased Runway 13/31 RCA Improvements including Runway 31 Blast Pad, Taxiway B Extension, Land Acquisition, Upgrade Lighting Control System, Marking, Lighting.	\$996,000			\$26,000	\$10,750	\$1,040,000	Pending costs of Land Acquisition & Incidents.
40	2	2009	Acquire Vacuum Equip	Acquire Vacuum / Sweeping Vehicle with Liquid Recovery System			\$204,250			\$215,000	
47	3	2009	Acquire Snow Removal Equipment	Acquire snow Removal Equipment - Broom	\$389,752		\$210,248			\$600,000	
52	4	2009	Terminal Lighting Rehabilitation - Phase 1	Terminal Lighting Rehabilitation - Phase 1			\$82,650	\$4,350	\$87,000		
51	5	2009	Widen Txy G - Phase 2	Widen Txy G to 75' - Phase 2	\$3,114,752		\$210,248	\$87,500	\$87,500	\$3,500,000	
41	6	2009	Construct Perimeter Fencing, Phase 2	Construct Writhe Perimeter Fencing - Phase 2.	\$3,474,150			\$91,425	\$91,425	\$3,657,000	
63	7	2009	Upgrade Security System - Phase 1	Upgrade Security System - Phase 1	\$598,500			\$15,750	\$15,750	\$630,000	
60	8	2009	Reconstruct & Expand Apron	Remove & Replace Existing POC Apron and Connecting Taxiway; Expand Existing Ramp to the SE.	\$2,745,500			\$72,250	\$72,250	\$2,890,000	
51	9	2009	Extend Txy G	Extend Txy G to Txy B	\$2,622,000			\$69,000	\$69,000	\$2,760,000	
64	10	2009	Storm Sewer Rehabilitation Phase 1	Reconstruct Existing Storm Sewer & Drainage System - Phase 1				\$990,000	\$100,000	\$1,000,000	
51	11	2009	Extend Txy Y - Phase 1 & 2	Extend Txy Y including Lighting, Marking, Drainage & Drainage; Construct Drainage improvements near Txy Y and Rwy 31 - Phase 1 & 2				\$1,485,000	\$165,000	\$1,650,000	
44	12	2009	Terminal Planning	Energy Conservation Planning & Terminal Study Update				\$29,250	\$3,250	\$32,500	
22	13	2009	Construct South Quad Roadway Design	Construct Southwest Quadrant Roadway - Design Phase				\$229,500	\$25,500	\$255,000	
22	14	2009	Construct South Quad Roadway	Construct Southwest Quadrant Roadway				\$2,835,000	\$315,000	\$3,150,000	
56	15	2009	Realign Airport Entrance Road	Construct Realignment of the Airport Entrance Road.				\$5,490,000	\$610,000	\$6,100,000	DOO Funded project.
87	16	2009	Gasteburger Land Acquisition - Phase 2	Gasteburger Land Acquisition Phase 2 - 55.5 Acres			\$292,604	\$7,700	\$7,700	\$308,004	
70	17	2009	Rehab Runway 13/31 - Prelim	Preliminary Phase for Overlay Rwy 13/31 including Associated Lighting, Marking, Grading, & Drainage.	\$221,160			\$5,820	\$5,820	\$232,600	
70	18	2010	Rehab Runway 13/31	Overlay Rwy 13/31 including Associated Lighting, Marking, Grading, & Drainage.	\$6,372,000		\$1,000,000	\$154,000	\$194,000	\$7,760,000	
59	19	2010	Construct GA Taxiway and Apron	Construct New GA Apron Near Taxiway G; Construct New GA Taxiway	\$3,610,000			\$65,000	\$95,000	\$3,800,000	
83	20	2010	Upgrade Security System - Phase 2	Upgrade Security System - Phase 2	\$213,750			\$5,625	\$5,625	\$225,000	
35	21	2011	Terminal Improvements	Terminal Improvements - Passenger Service Area			\$736,250		\$38,750	\$775,000	



**Abraham Lincoln Capital Airport**  
Springfield, Illinois  
Primary



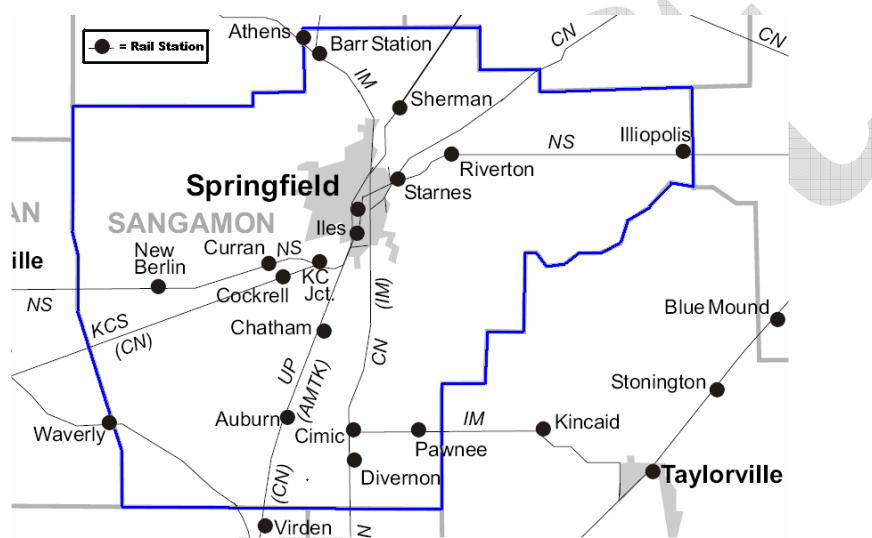


## RAIL TRANSPORTATION - FREIGHT SERVICE

Springfield is well served by existing freight carriers. Five railroad companies serve Sangamon County:

- Norfolk Southern (NS);
- Union Pacific (UP);
- Canadian National Illinois Central (CN/IC);
- Illinois Midland (IM); and
- Kansas City Southern (KCS).

Norfolk Southern and Union Pacific have the most trains traveling through Sangamon County. The following map shows the railroad corridors and identifies the five companies' presence.



(source: portion of IDOT IL Railroad Map)

## Other Transport Services

### Addus Adult Day Services of Springfield

Provides health, social, and supportive services, including transportation for adults in need.

### Carvallo Bus Lines

With offices in Gillespie, Illinois and Springfield, Missouri, Carvallo offers motor coach shuttle services for Springfield, Illinois. They currently operate a shuttle for state employees from Macoupin County to Springfield.

### Senior Transport – Sangamon County

Senior Transport provides transportation to participants, age 60 or older, living in Sangamon County. Vans are wheelchair accessible

### Springfield Trolley

Springfield Trolley Company offers daily transportation to several attractions, including Lincoln's Home,

Lincoln's Tomb, the Old & the New State Capitols, the Illinois State Museum and the Dana-Thomas House. Trolleys are also available for evening charters.

### Springfield Carriage Company

The Springfield Carriage Company offers transportation in the downtown Springfield area. The carriages are drawn by Percheon draft horses.

### Village of Williamsville

Williamsville is testing a city-assisted carpool program to help residents commute to Springfield. The program began in the June of 2008 and will be reviewed after six months. (Status Update needed)

### UIS Student Life Shuttle

Nightly shuttle trips connecting the UIS campus to the SMTD's Capital Shopping Center stop at Stevenson Drive and Dirksen Parkway.

## Roadway Demand:

### DVMT TRAFFIC VOLUME AND MILES OF ROADWAY BY FUNCTIONAL CLASS

Although total miles of roadway for the county changed only 6.45% between 1993 and 2008, daily vehicle miles traveled (DVMT) on these roads increased by 17.8%. Longer commute trips and an increase in multiple auto households were contributing factors.

Although the following data is accurate, comparisons should consider the Springfield Urbanized Area (SUA) increased in size after the 2000 census, which resulted in a number of existing roadway miles joining the SUA.

#### Miles of Roadway by Jurisdiction

##### Sangamon County

Jurisdiction	1993	2000	2007	2008	Change 1993- 2000	Total Change (1993- 2008)	Change 2000- 2008	Change 2007- 2008
State	342.78	337.31	330.13	328.5	-1.60%	-4.17%	-2.61%	-0.49%
County	258.02	245.57	253.01	256.28	-4.83%	-0.67%	4.36%	1.29%
Township	1,118.95	1,094.38	1,073.12	1,072.24	-2.20%	-4.17%	-2.02%	-0.08%
Municipal	596.85	725.34	792.31	808.93	21.53%	35.53%	11.52%	2.10%
<b>Total</b>	<b>2,316.60</b>	<b>2,402.60</b>	<b>2,448.57</b>	<b>2,465.95</b>	<b>3.71%</b>	<b>6.45%</b>	<b>2.64%</b>	<b>0.71%</b>

source: IDOT  
travelstats

Functional classification is the process by which roads are grouped into classes according to the nature of service they provide within the total network. Urban classifications from highest level of service to lowest are interstate, principal arterial, minor arterial, collector, and local.



## ILLINOIS DEPARTMENT OF TRANSPORTATION

Office of Planning and Programming - Planning Services Section

Mileage by 5-Year Functional Classification

TABLE HS-4

DECEMBER 2008

District 6 Sangamon County	STATE HIGHWAY SYSTEMS				LOCAL HIGHWAY SYSTEMS					
	Primary (A)	Supple- mentary (B)	Total (A) and (B)	Toll (C)	County (D)	Township (E)	Municipal (F)	Total Existing (A) thru (F)	Proposed (G)	Total Designated (A) thru (G)
Interstate										
Non Urban	37.45	0.00	37.45	0.00	0.00	0.00	0.00	37.45	0.00	37.45
Urban	36.91	0.00	36.91	0.00	0.00	0.00	0.00	36.91	0.00	36.91
Total	74.36	0.00	74.36	0.00	0.00	0.00	0.00	74.36	0.00	74.36
Freeway and Expressway										
Urban	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Principal Arterial										
Non Urban	6.18	0.00	6.18	0.00	0.00	0.00	0.00	6.18	0.00	6.18
Urban	56.62	14.16	70.78	0.00	0.00	0.00	1.25	72.03	1.67	73.60
Total	62.80	14.16	76.96	0.00	0.00	0.00	1.25	78.21	1.67	79.78
Minor Arterial										
Non Urban	66.80	1.34	68.14	0.00	0.00	0.00	0.00	68.14	0.00	68.14
Urban	1.01	22.90	23.91	0.00	41.48	4.61	78.04	148.04	5.74	163.78
Total	67.81	24.24	92.05	0.00	41.48	4.61	78.04	216.18	5.74	221.92
Major Collector										
Non Urban	12.82	41.44	54.26	0.00	189.07	16.67	2.64	262.64	0.16	262.80
Minor Collector										
Non Urban	0.00	1.32	1.32	0.00	18.33	20.16	1.92	41.73	0.00	41.73
Collector										
Urban	0.00	2.30	2.30	0.00	1.62	32.12	97.94	133.98	0.76	134.74
Local										
Non Urban	0.00	16.35	16.35	0.00	5.68	841.73	110.05	973.81	0.23	974.04
Urban	0.00	10.90	10.90	0.00	0.10	156.95	517.09	685.04	0.37	685.41
Total	0.00	27.25	27.25	0.00	5.78	998.68	627.14	1,658.85	0.60	1,659.45
<b>TOTAL ALL SYSTEMS</b>										
Non Urban	123.25	60.45	183.70	0.00	213.08	878.56	114.61	1,389.95	0.39	1,390.34
Urban	94.54	50.26	144.80	0.00	43.20	193.68	694.32	1,076.00	8.44	1,084.44
Total	217.79	110.71	328.50	0.00	256.28	1,072.24	808.93	2,465.95	8.83	2,474.78

The above Table Does Not Include 34.71 Existing Miles And 1.59 Proposed Miles of Ramps.

The above Table Does Not Include 0.00 Existing Miles And 0.00 Proposed Miles of Collector-Distributors.

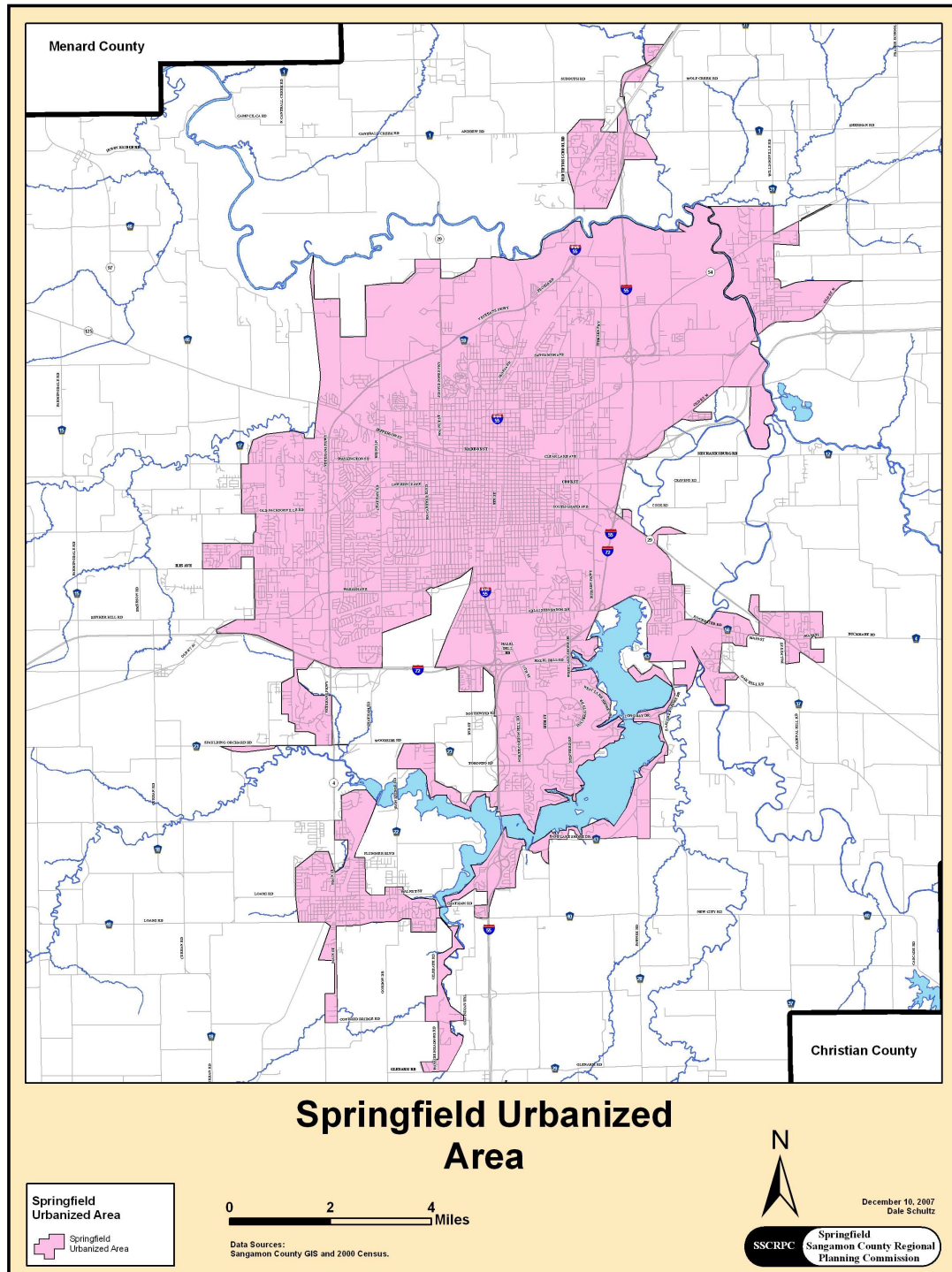
### Daily Vehicle Miles of Travel Sangamon County

Year	Mileage	% Change from previous period
1993	4,704,083	
2000	5,432,171	15.48%
2001	5,503,209	1.31%
2002	5,637,323	2.44%
2003	5,664,566	0.48%
2004	5,785,980	2.14%
2005	5,738,467	-0.82%
2006	5,741,373	0.05%
2007	5,634,226	-1.87%
2008	5,527,920	-1.89%

source: IDOT travelstats

Springfield-Sangamon County  
Regional Planning Commission

The U.S. Census Bureau defines the Springfield Urbanized Area (SUA), which is mapped below. Daily vehicle miles traveled and roadway miles by functional class for the SUA follow.



(CTRL+Click map to download high-resolution PDF)

DAILY VMT FOR SPRINGFIELD AREA							
Urbanized areas		Interstate	Principal Arterials	Minor Arterial	Collector	Local Street	Total
2007	DVMT/MI	32,216	16,044	6,323	2,280	696	3,799
	MILES	36.42	72.03	147.91	133.19	672.95	1,062.50
	DVMT	1,173,295	1,155,646	935,282	303,614	468,377	4,036,214

source: IDOT travelstats

**Area Workers Means to Work / Average Travel Times to Work**

Commuting to Work	Number	Percent
Car, truck, or van -- drove alone	78989	81.9
Car, truck, or van -- carpooled	10593	11
Public transportation (including taxicab)	1640	1.7
Walked	2041	2.1
Other means	682	0.7
Worked at home	2529	2.6
Mean travel time to work (minutes)	19	

source: U.S. Census Bureau, 2003

**Work Trip Patterns (From and To Sangamon County)**

Commuting To Sangamon County	
From 8 Contiguous Counties	Commuters
Cass	950
Christian	3,226
Logan	1,421
Macon	1,083
Macoupin	2,764
Menard	3,621
Montgomery	1,425
Morgan	2,298
Total	16,788

Commuting From Sangamon County	
To 8 Contiguous Counties	Commuters
Cass	81
Christian	446
Logan	659
Macon	863
Macoupin	385
Menard	390
Montgomery	238
Morgan	627
Total	3,689

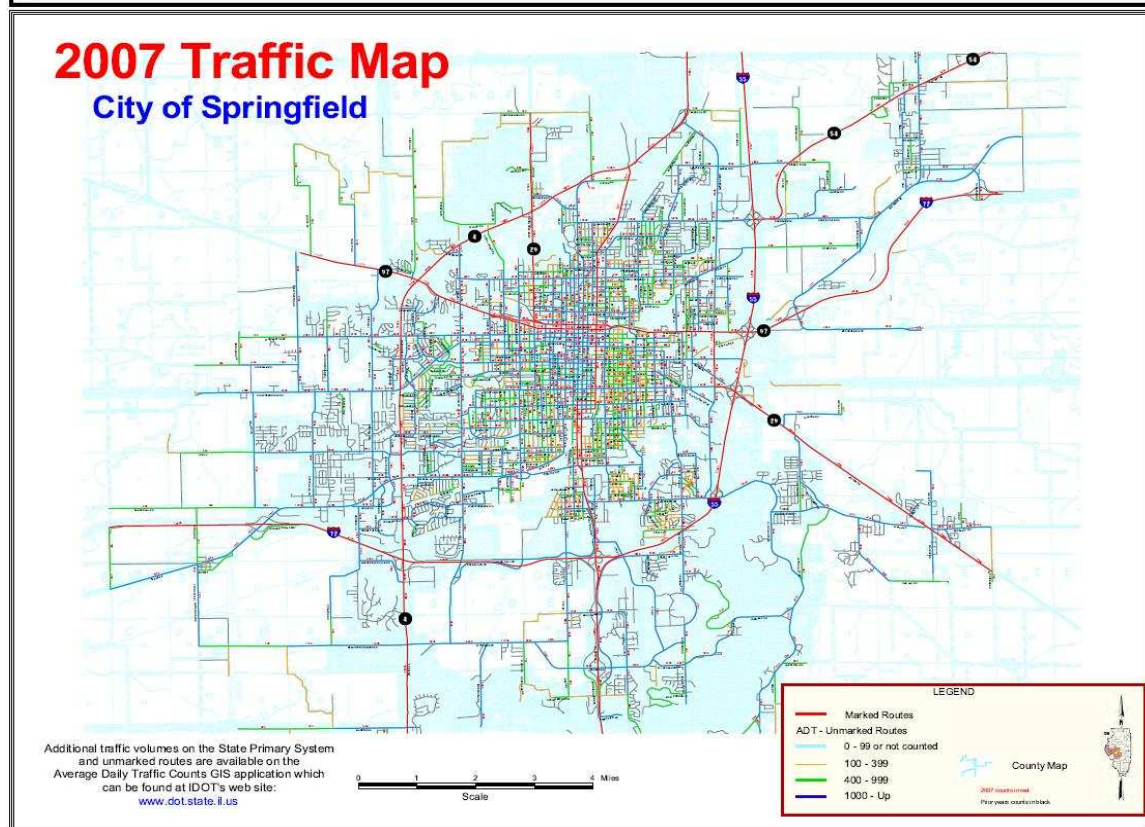
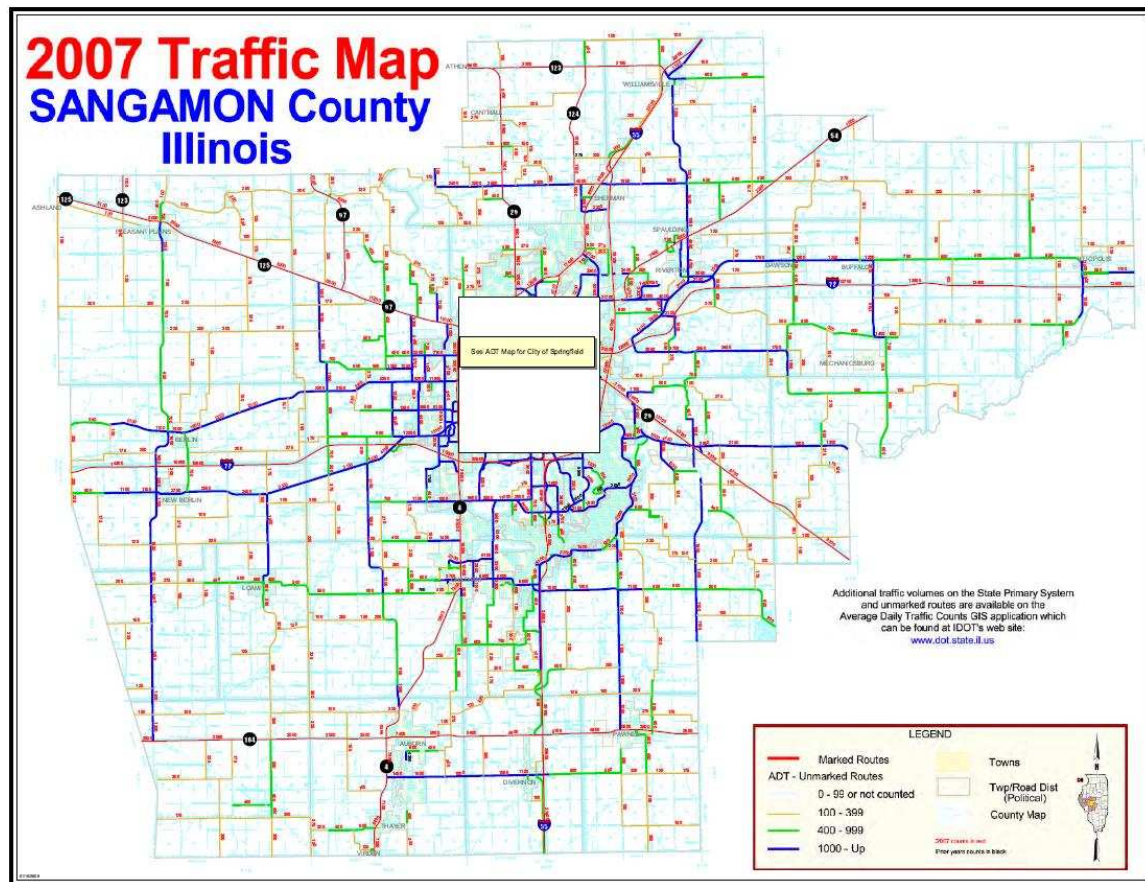
source: U.S. Census Bureau, 2003

**Highest traffic roadways**

IDOT recently compiled a map of Sangamon County roadways including 2007 ADMT information. This information is not compiled annually, but has been done before. We have requested any similar maps created between 1990 and 2007 for comparison.

These maps are included in the report to indicate what data is available. They will eventually be printed in large format and available as detailed separate files online.





(CTRL+Click maps to download high-resolution PDF's)

## **Roadway Deficiencies and Needs:**

### **CAPACITY DEFICIENCIES**

(Placemaker for addition of capacity information from SSRPC)

### **VEHICULAR ACCIDENT RECORDS**

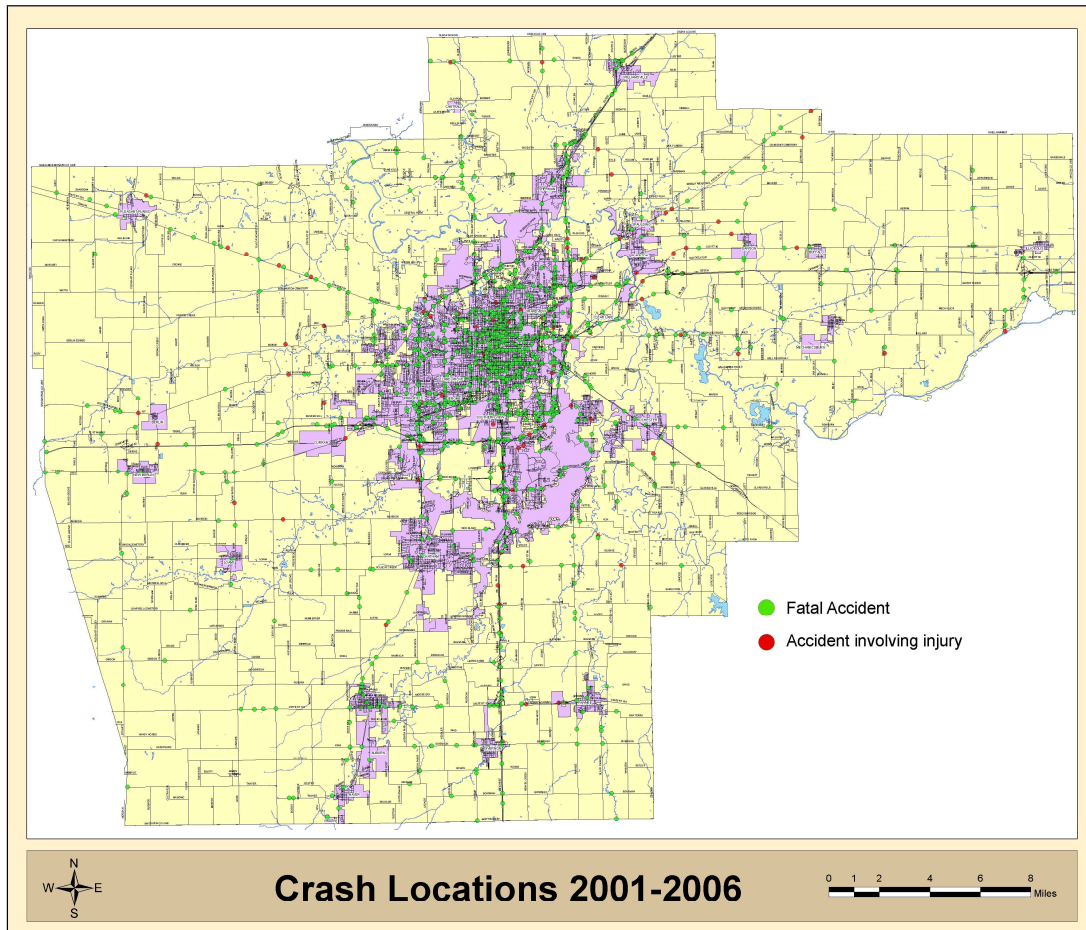
The number of accidents in Sangamon County has remained relatively constant from 2000-2007. However, the number of injuries and deaths has decreased. During this period, the DVMT in Sangamon County rose by just over 200,000 miles.

**Sangamon County Vehicular Accidents**

<b>Year</b>	<b>Accidents</b>	<b>Injured</b>	<b>Killed</b>
2007	6,496	1,844	27
2006	6,326	1,935	16
2005	6,354	2,045	24
2004	6,433	1,964	19
2003	6,787	2,199	18
2002	6,635	2,180	27
2001	6,435	2,155	34
2000	6,399	2,246	32

(source: IDOT travelstats)

The following map shows the locations of all reported automobile accidents involving an injury or fatality in Sangamon County during the time spanning from 2001 through 2006.

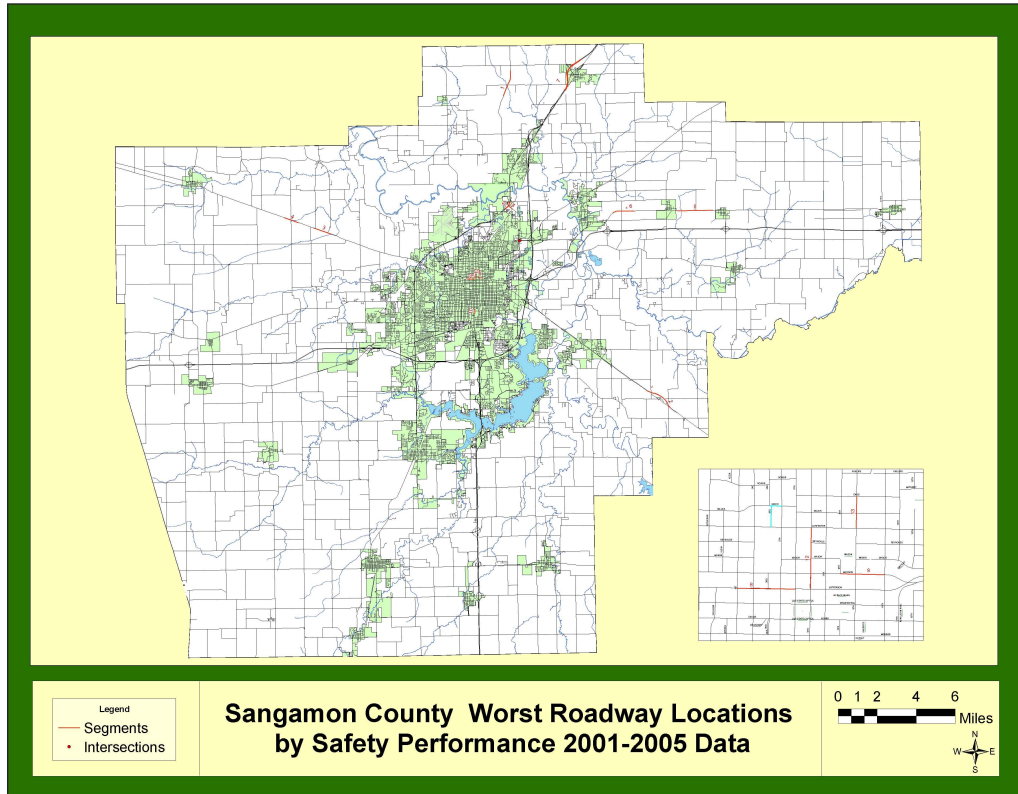


(CTRL+Click on map to download high resolution PDF)

### HAZARDOUS INTERSECTIONS AND ROADWAY SEGMENTS

The Illinois Department of Transportation has created a listing of the top 5% worst intersections and roadway segments within Illinois, in terms of their safety records. The list uses an IDOT ranking system that takes into account both the number and severity of accidents. Sangamon County has 14 roadway sections and one intersection on the list. Crash data from 2002-2006 were used to create this listing.





**2008 Illinois Top Five Percent Worst Segment and Intersection Locations Based on Safety Performance Functions using the 2002 to 2006 Crash Analysis Period**

Source: IDOT

Route Name	Length (Mi)	Cross Street 1	Cross Street 2	Cross Street 3	Cross Street 4	# of Accidents
Rural Two-Lane Highway						
1 - IL124	1.39	Holten Rd	State Rt 124			1
2 - IL029	1.2	Il 29 Spur	W State Rt 29			3
3 - IL125	1.38	Smith Rd W	State Rt 125	State Rt 97		8
4 - IL125	1	Parkes Kinner Rd	State Rt 125	Taylor Homestead Rd		2
5 - OLD ROUTE 36	1.74	Old Route 36	Scully Rd			3
6 - OLD ROUTE 36	1.31	Old Route 36	Petal Rd			1
Rural Freeway, 6+ Lanes						
7 - I 055	1.74	DINIUS RD	FAS 1645 TO I-55 NB	FAS 1645 TO I-55 SB	I-55 NB TO FAS 1645	5
Urban One-Way Arterial						
8 - IL029	0.46	1st St	2nd St	4th St	5th St	13
9 - IL029	0.39	11th St	9th St	Madison St		12
10 - I 055b	0.25	6th St	Ash St	-		16
Urban Multilane Undivided Highway						
11 - I 055B	0.46	Ardmore Av	Dirksen Pkwy	Peoria Rd	Sandhill Rd	6
12 - I 055B	0.39	9th St	Carpenter St	Jefferson St	Madison St	25
13 - I 055B	0.36	9th St	Carpenter St	Enos Av		5
Urban Multilane Divided Highway						
14 - I 055B	0.3	Dirksen Pkwy	Peoria Rd			18
Intersection						
15 - Dirksen/Sangamon		Dirksen Pkwy	Sangamon Ave			34



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## PROPOSED IMPROVEMENTS AND RECENT PROGRESS

### Village of Rochester Roadway Projects

Rochester has submitted two priority projects for funding consideration.

#### Village of Rochester, Illinois Street Infrastructure Projects

Village Priority	Project Title	Project Description	Project Cost	Phase I / Phase II Initiated?	Phase I / Phase II Required?	Consulting Engineer	Phase I / Phase II Using Federal Guidelines?	Is ROW Required?	Earliest Date To Submit To IDOT	Justification For Project	Regional Significance of Project
1	Mill Street Bridge Replacement	This short bridge crossing the Black Branch Creek at Mill Street was constructed in the 1920's is reaching the end of its service life. The bridge opening is not sufficient and is a downstream restriction. The structure should be replaced.	\$ 425,000	No	Yes	Crawford, Murphy & Tilly, Inc.	Yes	No	March 9, 2010	Replacement of the deteriorating structure would relieve localized flooding and widen a narrow roadway.	Improved Local Transportation System
2	Maxheimer Road Upgrade	The Rochester School District has purchased 67 acres of land that will be used to build two new school buildings and other associated facilities adjacent to Maxheimer Road. The south end of Maxheimer Road will serve as an entrance to the School District and the Coe Commons Commercial development that will include multi-family residential and commercial retail space. Maxheimer Road from Buckhart Road to IL Route 29 would be upgraded from a rural section to an urban section to accommodate the increased traffic (~3,000 ft).	\$ 1,575,000	No	Yes	Crawford, Murphy & Tilly, Inc.	Yes	Yes	March 9, 2010	Substandard Roadway for New School site and proposed commercial development	Improved Local Transportation System
Total			\$ 2,000,000								

### Comprehensive Road Construction Projects Information

The Springfield Area Transportation Study identified all new construction projects in the 2030 Long Range Transportation Plan developed in 2005. The information in this section is from that 2030 Long Range Transportation Plan. New construction is defined as any new roadway, reconstruction of existing roadway, and/or capacity improvements, i.e., add lanes to an existing roadway. Existing planning documents were reviewed and incorporated when justified: 2030 SATS Long Range Plan; City of Springfield Arterial Roadway Network Plan; and special studies.

The SATS committees then matched project revenues with project costs. Total project costs far exceeded available revenues by \$96M. The projects were then prioritized into two separate lists:

- 1) Planned Projects or those that would be financially attainable by 2030 (the 25 year horizon); and
- 2) Future Projects (Beyond 2030) or those for which funds were not available by 2030.

All identified projects are presented on the location map following the project list below. Those shown in **blue** are the Planned Projects (financially attainable). Those shown in **red** are the Future Projects (funding not available within the 25-year horizon). Those shown in **black** have been completed since the 2005 report, and those marked with black dashes are under construction. For the most part, future projects identified are at the edge or perimeter of the funded projects. In the event additional funding becomes available, the Future Projects list provides a source from which projects can be selected. It is also important to realize that in the event development does not occur as projected, it may be necessary to delay



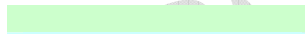


a project on the Planned Projects list and move one forward from the Future Projects list. In 2005, there were 78 planned projects and 35 future projects. As of Spring 2009, three planned projects have been completed, seven planned projects have been partially completed, and four planned projects are under construction. They are marked in color on the following project list.

The list of planned projects is arranged alphabetically by road/street name. Project number is only for reference and map identification, not a priority for plan implementation.

#### Jurisdiction / Funding

C - County Highway  
Chatham - Village of Chatham  
Curran Twp - Curran Township  
Gardner Twp - Garnder Township

M - Municipal (City of Springfield)  
PD - Private Development  
S - State (District 6)  
SV - Southern View

Completed =   
Partially completed =   
Under Construction = 



#### **PLANNED PROJECTS (2005-2030)** **Financial Attainable** **STREET & HIGHWAY PROJECTS**

MAP #	PROJECT DESCRIPTION (listed alphabetically)	TYPE OF IMPROVEMENT	JURIS-DICTION	COST (2004 \$)
1	2nd Street: South Grand to Laurel	Add 2 lanes	M	400,000
2	4th Street: Linton to St. Joseph	Widen & Resurface	SV	725,000
3	9th Street/Peoria Road (BL 55): Converse to Sangamon	RR Bridge replacement; Recon; Add Bi-direct	S	12,000,000
4	11th Street: Stevenson to Hazel Dell	New Construction	M	3,750,000
5	Archer Elevator: Old Jacksonville to Greenbriar	Reconstruction; Add 2 lanes	M Curran T	630,000 <u>600,000</u> 1,230,000
6	Archer Elevator: Greenbriar to Wabash	Reconstruction; Add 2 lanes	M PD	2,180,000 <u>520,000</u> 2,700,000
7	Bradford Lane: Old Jacksonville to Old Salem	Reconstruction	PD	875,000
8	Bradfordton Road (CH 17): IL 97 (Jefferson) to Washington (1.25 mile)	Widen (add 1 lane)	C	1,625,000
9	Bradfordton Road (CH 17): Washington to Old Jacksonville Road (CH 8) (1.0 mile); and Old Jacksonville Road from Bradfordton to Lenhart	Reconstruction; Add 3 lanes	C	4,300,000
10	Bradfordton Road: Old Jacksonville Road to Wabash (2.0 miles)	New Construction (5 lanes)	C M PD	625,000 625,000 <u>2,750,000</u> 4,000,000
11	Bunker Hill Road: Wabash to Curran Road	Reconstruction	M PD	1,800,000 <u>1,000,000</u> 2,800,000
12	Capitol Avenue: 2nd to 9th Streets	Turn Lanes; Streetscape Upgrade	M	2,340,000
13	Cardinal Hill Road (CH 37): Buckhart Road (CH 4) to existing Cardinal Hill Road (1.6 mi)	New Const. (2 lanes)	C	3,700,000
14	Cardinal Hill Road (CH 37): Buckhart Road (CH 4) to Mechanicsburg Road (CH 12) (3.75 mi)	New Const. (2 lanes)	C	5,600,000
15	Carpenter: Walnut to 7th	Widen & Resurface	M	1,410,000
16	Chatham Road: Westchester to Prairie	Recon; Add 2 lanes	M	1,147,000



	Crossing		PD	<u>847,000</u> 1,994,000
17	Cockrell: Hollis to Mathers with cul-de-sacs north and south of I-72. <i>Note: Mercantile/Cockrell (#52) must be open to traffic before cul-de-sacs are installed</i>	Reconstruction	M  PD	5,600,000  <u>400,000</u> 6,000,000
<b>MAP #</b>	<b>PROJECT DESCRIPTION</b> (listed alphabetically)	<b>TYPE OF IMPROVEMENT</b>	<b>JURIS-DICTION</b>	<b>COST (2004 \$)</b>
18	Colt Road: Gatlin north to city limits	Reconstruction	M	593,000
19	Cook: McCreery to Livingston	Bi-dir TLn and Resurface	M	1,400,000
20	Dirksen Parkway: Ridge to Clear Lake (1.13 mi)	Add 2 lanes (from 3 to 5)	S	6,000,000
21	East Lake Shore Drive (CH 43): from east side of dam to Rochester Road (CH 56)	Reconstruction	C	2,500,000
22	Gordon Drive: Walnut to 0.6 mile south	Add 2 lanes	Chatham PD	960,000 <u>800,000</u> 1,760,000
23	Greenbriar: Koke Mill to Providence	New Construction	PD	762,000
24	Greenbriar: CN&W to Lenhart	New Construction	PD	1,188,000
25	Harbauer/Oxford: Washington to Churchill	Recon; New Const.	M	750,000
26	Hedley: West White Oaks to Koke Mill; includes intersection reconstruction at Hedley	Widen & Resurface	M	1,200,000
27	Hedley: Happy Landing to Haggard	New Construction	PD	912,000
28	Hedley: Archer Elevator to Lenhart	New Construction	PD	1,272,000
29	Hilltop: IL 29 to Rochester Road	Recon/Add 2 lanes	M	1,850,000
30	Hollis: Mercantile to east of Cockrell Lane (done in conjunction with #74)	Relocated; Recon (3 lanes)	M S	250,000 350,000
31	I-55BL: 0.2 mile north of Stevenson Drive to I-55; I-55: Southwind Drive to 1 mile east of 6th Street; and I-72: 2nd Street to 1 mile east of I-55	Recon and add 2 lanes (4 to 6) on I-55 & I-55 BL; Interchange Recon	S	130,000,000
32	I-55: 1 mile east of 6th St. to 0.4 mile north of Clear Lake	Interchange Recon; Recon and Add 2 lanes (from 4 to 6)	S	150,000,000
33	I-55: 0.4 mile north of I-72E to I-55BL (Peoria Road)	Reconstruction; Add 2 lanes (4 to 6)	S	130,000,000
34	IL 4: Teal Drive in Chatham to south of Chatham (2.41 miles)	Add 2 lanes (2 to 4)	S	27,000,000
35	Iles: Veterans to West White Oaks	Widen (add 1 lane)	M	600,000
36	Iles: Koke Mill to Archer Elevator	Reconstruction	M	1,500,000
37	Iles: Archer Elevator to Lenhart	New Construction	M PD	1,008,000 <u>672,000</u> 1,680,000
38	Iles: Lenhart to Emerson	New Construction	M	2,800,000
39	Jefferson (IL 97/125): Veterans to IL 97/125 junction	Recon; Add 2 lanes (from 2 to 4)	S	41,000,000
40	Kemp Drive extension west to IL 4 including at-grade RR crossing	New Construction	Chatham	850,000
41	Keys: 2100 block	New Construction	M	144,000
<b>MAP #</b>	<b>PROJECT DESCRIPTION</b> (listed alphabetically)	<b>TYPE OF IMPROVEMENT</b>	<b>JURIS-DICTION</b>	<b>COST (2004 \$)</b>
42	Koke Mill: Jefferson to Old Jacksonville	Reconstruction; Add 2 lanes	M PD	2,952,000 <u>738,000</u> 3,690,000
43	Lenhart: Old Jacksonville to Bunker Hill	Reconstruction; Add 2 lanes	M PD	1,710,000 <u>1,710,000</u> 3,420,000

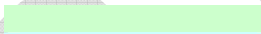


44	Lincolnshire East/West extension: Freedom Drive to 11th Street	New Construction	M PD	2,500,000 <u>7,500,000</u> 10,000,000
45	MacArthur: Jefferson to South Grand	Add Bi-directional Lane	M	1,775,000
46	MacArthur: Junction Circle to relocated Recreation Drive south of I-72 (1.5 mile)	New Interchange New Construction	S M	31,400,000 <u>5,600,000</u> 37,000,000
47	MacArthur: I-72 to Woodside Road at Iron Bridge Road (no grade separations included)	New Construction (4 lanes)	C	4,500,000
48	Mathers Road: Veterans to Mercantile	New Construction	PD	1,457,000
49	Meadowbrook: Washington to Old Jacksonville	Reconstruction; Add 2 lanes	M PD	1,239,000 <u>531,000</u> 1,770,000
50	Meadowbrook: south of Greenbriar to Iles	New Construction	M	900,000
51	Mechanicsburg Road (CH 12): I-72 to Sangamon River (5.6 miles)	Reconstruct 2 lanes with shoulders	C	5,600,000
52	Mercantile/Cockrell: Wabash to Spaulding Orchard <i>Includes bridge over RR (M) and bridge over I-72 (S)</i>	New Construction; Recon; 4 lanes	M PD S	5,400,000 1,000,000 <u>10,000,000</u> 16,400,000
53	Monroe: Glenwood to Chatham Road	Add 2 lanes	M	1,205,000
54	North Grand: Bruns Lane to Lilac	Add 2 lanes	M	450,000
55	North Grand: 13th to 19th	Add 2 lanes	M	600,000
56	Old Jacksonville Road (CH 8): west of Pine Creek Drive to Bradfordton Road (CH 17) (1.0 mile)	Reconstruct 2 lanes; Add 2 lanes	C	3,500,000
57	Old Salem Lane: Bradfordton to Old Covered Bridge Road (1.0 mile)	New Construction	PD	2,500,000
58	Panther Creek/Mt. Zion School Road connector: Foxhall to Cockrell Lane	New Construction	PD	530,000
59	Peoria Road (See Project #3 - 9th Street)			
60	Pope: South Grand to Laurel	Reconstruction	M	336,000
61	Plummer Blvd. Extension west to Bradfordton	New Construction	Chatham PD	0 2,000,000
62	Pulliam Road Extension: IL 4 to Gordon Drive including separated grade RR X-ing	New Construction	Chatham PD	2,200,000 <u>2,200,000</u> 4,400,000
<b>MAP #</b>	<b>PROJECT DESCRIPTION</b> <i>(listed alphabetically)</i>	<b>TYPE OF IMPROVEMENT</b>	<b>JURISDICTION</b>	<b>COST (2004 \$)</b>
63	Prairie Crossing: Schooner to Chatham Road	New Construction	PD	540,000
64	Prairie Crossing Extension: Chatham Road to MacArthur extension	New Construction	PD	1,980,000
65	Savannah Extension: Mansion to Eagle Ridge	New Construction	Chatham PD	0 920,000
66	South Grand: 2nd to 9th	Add bi-dir & Resurface	M	336,000
67	South Grand: 9th to 11th	Add turn lanes at intersections	M	1,750,000
68	South Grand: M.L.King to Pope	Add TLNs at intersections & Resurface	M	308,000
69	South Main Street in Chatham: IL 4 to Pulliam Road	Reconstruct 2 lanes; ROW; add TLNs at inter-sections; drainage	Chatham	1,100,000
70	Southwind: Veterans to Walnut	New Construction	PD	2,958,000
71	Stanford: Fox Bridge Road to Dirksen	New Construction	PD	3,800,000

72	Veterans (IL 4): 0.3 mile north of Monroe/Old Jacksonville to 0.3 mile south of Mathers Road (5.04 miles)	Add 2 lanes (4 to 6)	S	45,000,000
73	Wabash: Koke Mill to west of Chatham Road (1.67 miles)	Add 2 lanes (4 to 6)	S	25,000,000
74	Wabash: Koke Mill to Moffat Street in Curran	Add 3 lanes (2 to 5)	S	27,500,000
75	Walnut Street (CH 40) in Chatham: IL 4 to Savannah	Recon: Add lane (2 to 3)	C	1,500,000
76	Walnut Street in Chatham IL 4 to east of Breckenridge Drive including signalized intersection at Park Avenue	Add 1 lane	Chatham PD	1,000,000 400,000 1,400,000
77	Washington Street: Bradfordton to Old Covered Bridge Road (1.0 mile)	New Construction	Gardner Twp	1,000,000
78	Woodside Road Intersection at MacArthur and Iron Bridge Road (includes two grade separation structures at Woodside Road and Iron Bridge Road)	New Construction	C	14,000,000

**Jurisdiction / Funding**

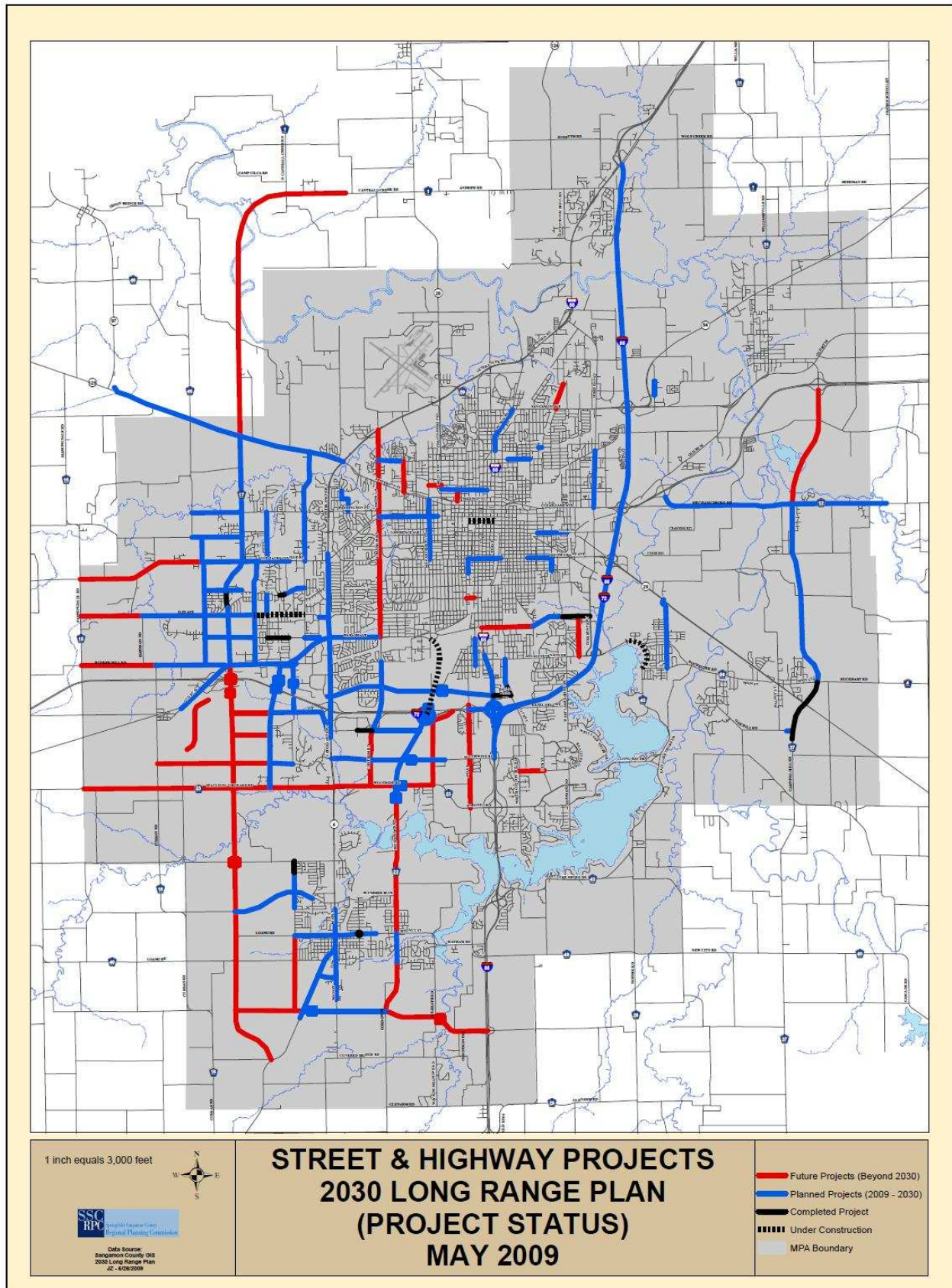
C - County Highway  
 Chatham - Village of Chatham  
 Curran Twp - Curran Township  
 Gardner Twp - Gardner Township

M - Municipal (City of Springfield)  
 PD - Private Development  
 S - State (District 6)  
 SV - Southern View

Completed =   
 Partially completed =   
 Under Construction = 



(CTRL+Click map to download high-resolution PDF)



## Future Projects with no funding



### FUTURE PROJECTS (Beyond 2030) (funds not available 2005-2030)

MAP #	PROJECT DESCRIPTION <i>(listed alphabetically)</i>	TYPE OF IMPROVEMENT	JURIS-DICTION	COST (2004 \$)
1	2nd Street: Hazel Dell to Toronto	Add 2 lanes	M PD	2,520,000 <u>3,780,000</u> 6,300,000
2	Adloff: Stanford to Stevenson	Reconstruction	M PD	1,215,000 <u>135,000</u> 1,350,000
3	Amos: Jefferson to North Grand	Recon; Add 2 lanes	M	1,750,000
4	Bradfordton Road (CH 17) Extension: Moore Road (2.75N) to CH 1	New Construction (2 lanes)	C	10,250,000
5	Bradfordton Road (CH 17) Extension: IL 97 (Jefferson) north to Moore Road (2.75N)	New Construction (2 lanes)	C	1,600,000
6	Bradfordton Road (CH 17) : Wabash to Spaulding Orchard Road (CH 23) (2.25 mi)	New Const. (5 lanes) including 2 bridges	C	10,000,000
7	Bradfordton Road (CH 17): Spaulding Orchard Road (CH 23) to CH 40 (Polecat Creek Road) (3.5 mi)	New Const. (3 lanes)	C	5,250,000
8	Bradfordton Road (CH 17): CH 40 (Polecat Creek to IL 4 (2.5 mi)	New Const. (3 lanes)	C	3,750,000
9	Bunker Hill Road: Curran Road to Farmingdale Road	Reconstruction	M	3,000,000
10	Cardinal Hill Road (CH 37): Mechanicsburg Road (CH 12) to I-72 (2.5 mi)	New Const. (2 lanes)	C	6,500,000
11	Chatham Road/Bruns Lane: Veterans to Wabash	Reconstruction	M	3,000,000



12	Chatham Road: Prairie Crossing to Woodside Road <i>(Note: State will provide funds to the City of Springfield contingent upon jurisdictional transfer)</i>	Jurisdictional Transfer	S	1,160,000
13	Concetta: extended west to North Lake Road	New Construction	M	500,000
14	Gordon Drive: 0.6 mile south of Walnut to Pulliam extension	Add 2 lanes	Chatham PD	1,440,000 <u>1,200,000</u> 2,640,000
15	Iles: Emerson to Farmingdale Road	New Construction	M	3,000,000
16	Iron Bridge Road (CH 22): Woodside Road (CH 23) to Walnut Street in Chatham (3.0 miles)	Add 2 lanes	C	3,000,000
17	Mathers Road: Mercantile to Bradfordton Road extended	New Construction	PD	843,000
18	Mercantile/Bradfordton connector south of Mathers	New Construction	M	900,000
<b>MAP #</b>	<b>PROJECT DESCRIPTION</b> <i>(listed alphabetically)</i>	<b>TYPE OF IMPROVEMENT</b>	<b>JURIS-DICTION</b>	<b>COST (2004 \$)</b>
19	Miller: Walnut to MacArthur	Recon; New Const.	M	336,000
20	Mt. Zion School Road/Workman Road Connector: Cockrell Lane to Curran Road	New Construction	PD	2,830,000
21	North Lake Road: Woodside Road to Concetta extended	New Construction	PD M	2,187,000 <u>243,000</u> 2,430,000
22	Old Jacksonville Road (CH 8): Lenhart Road to Farmingdale Road (CH 15)	Reconstruct 2 lanes; Add 2 lanes	C	3,000,000
23	Outer Park Drive: 1st to 4th	New Construction	M	270,000
24	Piper Road: Sangamon to Neil	Reconstruction	M	840,000
25	Pulliam Road Extension: Bradfordton extension to IL 4; and Gordon Drive to I-55 including bridge over Sugar Creek	New Construction	Chatham PD	3,300,000 <u>3,300,000</u> 6,600,000
26	Rutledge: Carpenter to Madison	Widen (add 1 lane) & Resurface	M	185,000
27	Savannah Extension: Walnut to Pulliam	New Construction	Chatham PD	0 1,380,000
28	Spaulding Orchard Road (CH 23): Veterans to Mercantile/Cockrell (1.25 miles)	Add 2 lanes	C	1,250,000

29	Spaulding Orchard Road (CH 23): Mercantile/ Cockrell to Curran Road (CH 18)	Add 2 lanes; New Construction	C	2,250,000
30	Spaulding Orchard Road (CH 23): Curran Road to Farmingdale Road (CH 15)	Add 2 lanes; New Construction	C	2,000,000
31	Stanford: 6th to Fox Bridge Road	Recon/New Construction	M	3,300,000
32	University: Cotton Hill to 11th Street	New Construction	M	912,000
33	Woodside Road (CH 23): Veterans to North Lake Road (2.0 miles)	Reconstruct 2 lanes; Add 3 lanes	C	4,000,000
34	RR Relocation: KSC RR to NS RR east of Curran			4,500,000
35	RR Relocation: 3rd and 19th tracks to 10th Street	<i>(not included on map)</i>		50,000,000
36	Multi-Modal Transportaion Terminal	<i>(not included on map)</i>		35,000,000

**Jurisdiction / Funding**

C - County Highway

Chatham - Village of Chatham

Curran Twp - Curran Township

Gardner Twp - Garnder Township

M - Municipal (City of Springfield)

PD - Private  
Development

S - State (District 6)

SV - Southern View

Initial considerations for goals:

- Quality of life issues, such as
  - “Walkable” communities
  - Traffic calming
  - Complete streets

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